

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "KINSHAN" 1,995 " " J. J. Lonsius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 Departures from Macao to Hongkong on week-days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 569 " " O. Buichart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAPAN	First half December	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December
TJILIWONG	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP	JAVA	First half January	JAPAN	First half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 26th November, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUHKING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the

AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 11½ years, 12nd July, 1906.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th July, 1904.

Hails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUETZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GREISENAU	WEDNESDAY, 13th February.
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.

ON WEDNESDAY, the 5th day of December, 1906, at Noon, the Steamship BUELOW, Captain H. Förster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 2½ cwt. and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Passage Money payable in local currency at current eight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£21. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUETZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 11th December.
SANDAKAN	1,793	TUESDAY, 4th January.
MANILA	1,790	TUESDAY, 1st February.

ON TUESDAY, the 11th day of December, 1906, at Noon, the Steamship PRINZ SIGISMUND, Captain D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£37. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR

STEAMERS

ABOUT

SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 5th Dec.
 KOBE & YOKOHAMA
 SHANGHAI, NAGASAKI, SEYDLITZ WEDNESDAY, 19th Dec.
 KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA SAN FRANCISCO OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	53. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 24th November, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns, for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos: 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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BARGAIN

FOR 10 DAYS ONLY.

A LARGE CONSIGNMENT

HENNESSY'S

BRANDY

AT

\$21.00 PER CASE OF 1 DOZ. (CASH).

Orders will be received by—

A. CHAZALON & CO.,

9, Queen's Road.

Hongkong, 7th November, 1906.

For Sale.

FOR SALE.

THREE WOODEN LIGHTERS.

Length 80' 0"
 Breadth 24' 0"
 Depth 9' 6"
 Capacity 320 tons.
 Complete for delivery within 5 weeks from this date.

Plan, Specification and Particulars from

C. E. WARREN & Co.,
 39, Des Vieux Road, Central,
 and

HOO CHEONG WO & Co.,
 51 and 53, Connaught Road, Central,
 Hongkong, 5th November, 1906.

[1068]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 150 lbs. net \$9.70 per Bag ex Factory.

SHAWAN, TOMES & Co.,
 General Managers,
 Hongkong, 2nd October, 1906.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS,
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

JAKTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and

P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES.

Hongkong, 7th March, 1905.

[11]

FOR SALE

WELSBACH'S IN-
 DOOR AND OUT-
 DOOR 4-LIGHT
 GAS ARC LAMPS,
 DO. BOXED LIGHTS,
 DO. HARP LAMPS,
 DO. MANTLES, CHIM-
 NEYS, GLOBES,
 SHADES, &c., &c.,
 and INCANDESCENT
 GASOLINE LAMPS of
 all descriptions from best
 makers.

NAPHTHA of the best
 kind for GASOLINE
 LAMPS and GASOLINE
 ENGINES, kept in stock.

TAL KWONG CO.,
 109, Des Vieux Road Central,
 Hongkong, 1st November, 1906.

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WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows—
 "We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.
 AN INSPECTION INVITED.
 Hongkong, 1st March, 1906.

[160]

Intimation.

Powell's

GENTS' OUTFITTERS,
28, QUEEN'S ROAD,
(OPPOSITE THE CLOCK TOWER).ENGLISH
BOOTS.FINEST
ENGLISH
LEATHER.BEST
ENGLISH
WORKMANSHIP.BLACK.
BROWN.
PATENT.

Smart Shapes,

Durability,

Comfort.

\$12.00

PAIR.

Satisfaction

Guaranteed.

POWELL'S
HONGKONG.

Hongkong, 21st November, 1906.

To Let.

TO LET.

No. 8, D'AGUILAR STREET,
suitable forSHOP AND DWELLING
HOUSE,

at present occupied

by

Messrs. K. A. J. CHOTIRMALL & CO.,

who will shortly remove

to

No. 64, QUEEN'S ROAD

CENTRAL.

Apply to—

K. A. J. CHOTIRMALL & CO.

Hongkong, 12th November, 1906. [530]

TO LET.

No. 2, "HILLSIDE" THE PEAK.
OFFICES in KING'S BUILDING and
YORK BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.A HOUSE in RIFON TERRACE.
A HOUSE in WONG-NEI-CHUNG ROAD.
FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 16th November, 1906. [72]

TO LET.

A HOUSE in KNUTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

TO LET.

NOS. 8 and 16, LEIGHTON HILL ROAD,
No. 51, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND
& LOAN CO., LTD.,
No. 8, Queen's Road West.

Hongkong, 7th November, 1906. [1073]

TO LET.

A FLAT and THREE ROOMS, near the
Hongkong Bank, suitable for Offices.
Moderate rental.

Apply to—

X. Y. Z.

C/o Hongkong Telegraph.
Hongkong, 17th October, 1906. [1013]

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Floor Area 6,100 square feet.

Apply to—

JARDINE, MATHESON & Co.
Hongkong, 15th October, 1906. [1009]

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Voeux Road Central,
(formerly occupied by Messrs. Shaw, Tomes
& Co.

Apply to—

HO TUNG,

Comprodeur Department,
Jardine, Matheson & Co.
Hongkong, 26th September, 1906. [949]THE HONGKONG
STUDIO,
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICES VERY MODERATE.

Hongkong, 16th September, 1906. [65]

THE SHANGHAI SIKH POLICE.

The N. C. D. News, of 21st inst., says:—On Thursday last ten Indian constables charged under article 83 of the Order in Council 1904 in connexion with the Sikh Police strike on September 29 were given four days in which to find security varying in amount for their future good behaviour. This period expired on Monday and yesterday the men were brought up on remand. Sir Haviland de Saumarez found that in the case of eight of the constables the security they were prepared to offer was not satisfactory and sentence of deportation to India was passed on them; the others were remanded again until Thursday. As was anticipated, firm and intelligent handling of the Sikhs has had an immediate result. The inability of the ringleaders in the strike to find security may be taken to imply that they have been repudiated by the rest of the men and the elimination of their sinister influence should enable the whole force to be brought into line without much difficulty. It must not be forgotten, however, that this satisfactory state of affairs has been brought about by the instrumentality of a British officer, belonging to a Sikh regiment, whose services have been lent temporarily by the General in command of His Majesty's troops in North China. Major Hall is under agreement to return to Tientsin in a few days' time and the Municipal Council will be left again without a police officer able to communicate with the Sikh police in their own language. The Jemadar who has accompanied Major Hall remains for a longer period and no doubt his services will prove invaluable. Nevertheless it is evident that for the permanent maintenance of discipline among the Sikh police the presence of a British officer speaking their language is essential and it is to be hoped that a sense of temporary security from anxiety will not deter the Council from engaging such an officer at once.

WORRIES OF TIN MINING.

A Talk With Mr. Khong
Cheong Tak.

The Majority of Tin Mines in Malaya are owned by Chinese, and these men are all more or less well-known persons in the States and Settlements. Although these master-men employ labour of their own nationality their lot is by no means "all roses," they experience much the same worry and trouble that European owners do. Such an one is Mr. Khong Cheong Tak, who is well-known and respected in the town in which he lives, and who owns some very wealthy mines. When interviewed lately he stated: "So ill did I become that I was told if I did not give up business entirely and keep in bed for a considerable period I would soon die; but thanks to Dr. Williams' pink pills for pale people I am still living and in sound health. These pills saved me." When pressed for further details of his cure Mr. Khong Cheong Tak, after narrating the amount of worry and trouble that is brought to bear upon his health by his mining responsibilities, continued:—"About ten months ago I suffered with palpitation of the heart. At first the palpitations used to come on after the slightest exertion and then I would breathe as hard as if I had run a race. My heart got so weak that after a short while the painful palpitation began for no apparent cause whatever. I used



Mr. Khong Cheong Tak, of Ipoh, Perak.
(From a photograph)

to get attacks suddenly at night when I was doing nothing more or less than lying quiet. European and Chinese doctors prescribed medicine for me but these did me little or no good.

"Some years ago my wife was cured of rheumatism by Dr. Williams' pink pills for pale people. So great is her faith in these pills that she made me take them, and I am glad that I bought some from the Ipoh Pharmacy. This was when I had suffered three months and I took the pills according to the directions wrapped around each bottle. About this time I could not walk the shortest distance without difficulty in breathing. I had to discard my bicycle also. When I had finished the first bottle I found that I was suffering less with hard breathing than before, after any usual exercise, and when the second bottle was finished I was quite cured. I can now walk miles without feeling tired and without breathing hard, and what is more I can climb steep hills on my bicycle with the greatest ease. I continued with the pills and gained strength day by day, and so great is my faith in them now that I always keep them in the house. I even carry a bottle in my pocket at times. Here you are," said Mr. Khong Cheong Tak producing a bottle half-full with Dr. Williams' pink pills, "here is the bottle I am now taking. I strongly advise all sufferers like myself to take Dr. Williams' pink pills for pale people before throwing away a lot of money on medicines that do no good. Since my cure six months ago I have had no return of the palpitations and am in perfect health. I am sure that Dr. Williams' pink pills for pale people, and these pills alone, cured me, for I was taking no other medicine at the time. Since her cure, my wife, too, has had no return of rheumatism.

To persons who have become run down through overwork or other causes Dr. Williams'

pink pills for pale people, owing to their remarkable action on the blood and nerves, are of the highest value. Not only have they cured many cases similar to that described above, but also of rheumatism, neuralgia, indigestion, paralysis, St. Vitus' dance, and skin disease. For the ailments peculiar to women and young girls, they are the great specific. Obtainable at most shops where medicines are sold, and also from the Dr. Williams' medicine company, Singapore, who forward six bottles for eight dollars or one bottle for one dollar and a half post free. Mr. Khong Cheong Tak lives in Hill Street, Ipoh, Perak.

Intimations.

HONGKONG JOCKEY CLUB.

MEMBERS desirous of RENTING ACCOMMODATION at the Race Course for the Current Season will oblige by applying to the Undersigned before FRIDAY, 30th instant.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 21st November, 1906. [1121]

WANTED.

A MAH TO TRAVEL TO HONGKONG, by LADY with YOUNG BABY leaving London about end of January next.

Please address—

M. M.,

C/o Mrs. Caesar,

24, Victoria Road,

Stroud Green,

London, N.

Hongkong, 21st November, 1906. [1123]

SITUATION WANTED.

A LADY STENOGRAPHER and TYPIST (English) at present in Japan, desires a position in a China Port. Salary required \$175. 5 years' experience. Copies of Testimonials and Reference open to inspection at the Office of this Paper.

Apply to—

"K. G."

C/o The Hongkong Telegraph.

Hongkong, 20th November, 1906. [1116]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [1180]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

FRIDAY,

the 30th November, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

SUNDRY

VALUABLE HOUSEHOLD FURNITURE, comprising—

TEAKWOOD WARDROBES and SIDE-BOARDS with BEVELLED GLASS, TEAKWOOD BOOK-CASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.

ALSO

One SEMI-GRAND and One COTTAGE PIANO.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd November, 1906. [1130]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 1st December, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A QUANTITY OF

MISCELLANEOUS ARTICLES, comprising—

English GOLD and SILVER WATCHES, DIAMOND RINGS, SEXTANTS, MICROSCOPES, NAVAL TELESCOPES, BAROMETERS, BINOCULARS, SILK UMBRELLAS, MCINTOSHES, FELT HATS, FANCY BAGS, CLOCKS, MARBLE STATUETTES, &c., &c., &c.

ALSO

One VALUABLE GOLD CHRONOMETER, a rare collection of FOREIGN STAMPS in Album, One REMINGTON STANDARD TYPEWRITER, (new); (All suitable for X'mas Presents).

AND

One REFLECTING GALVANOMETER with SCALE, LAMP, &c. complete by Clarke, Muirhead & Co. One WHEATSTONE BRIDGE and ASTATIC GALVANOMETER by Siemens Bros. One Pair STANDARD RESISTANCES by Elliot Bros.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 24th November, 1906. [1139]

Intimations.

NOTICE.

A WATER METER READER (Non-Chinese) is required at once. Salary £50 per Annum rising to £110 by £10 Triennially. Travelling Allowance \$15 per month, must be good writer, energetic and accurate, and not under 18 or over 35 years of age. Applications to be addressed to the Undersigned not later than 1st December next.

W. CHATHAM,

Director of Public Works.

Public Works Department,

Hongkong, 24th November, 1906. [1137]

TROOPS MOVING.

THE CHAPLAIN TO THE FORCES will be glad to receive any number of old or new "MAGAZINES" for the use of the Troops on the Transports. Send to Hongkong Hotel or a chit will ensure their being fetched.

Hongkong, 12th November, 1906. [1096]

TO BE OPENED SHORTLY.

A PICTORIAL POSTCARD STALL

Queen's Road where

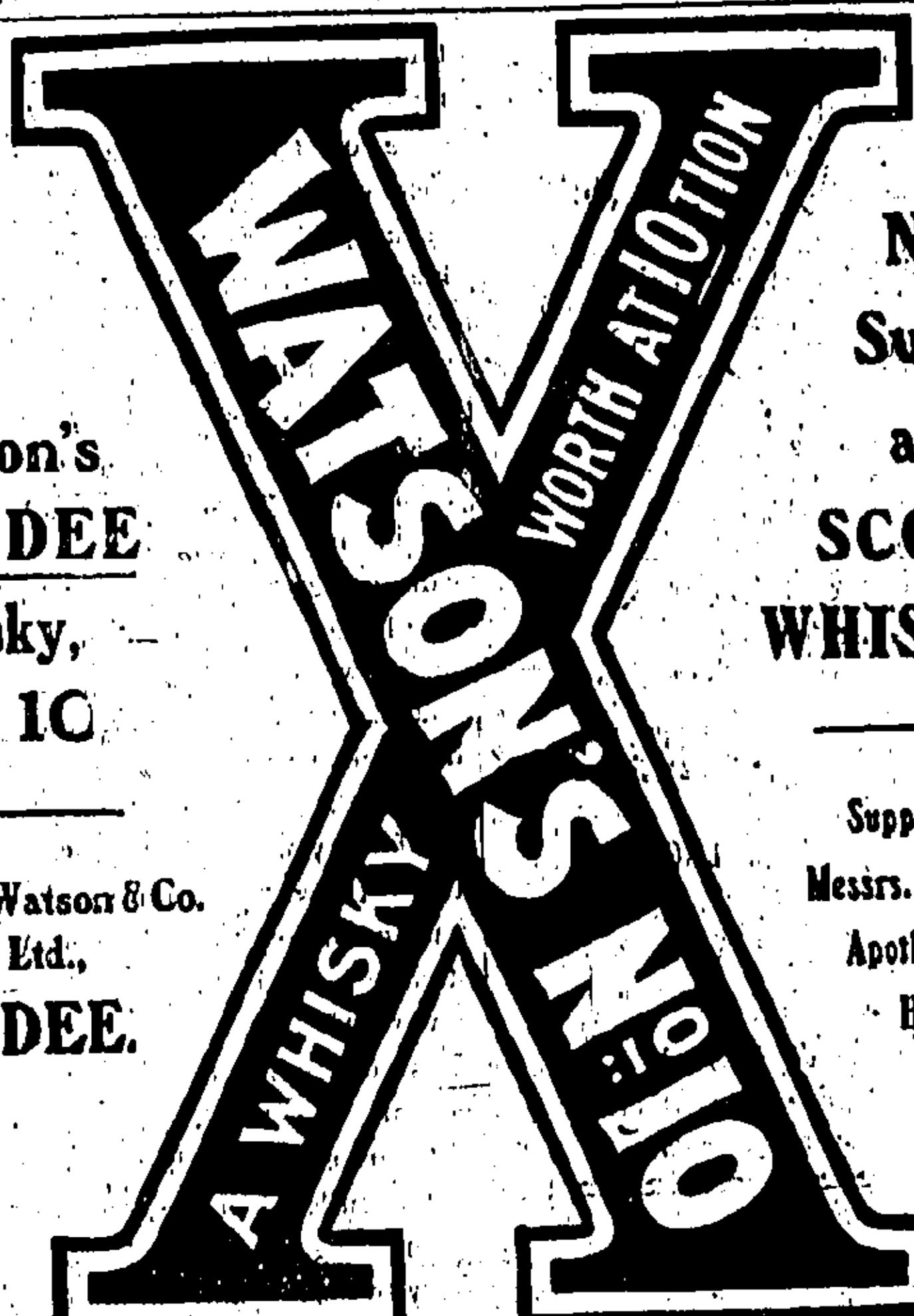
HONGKONG VIEW POSTCARDS

can be had from

ONE CENT EACH.

Great Assortment of Actresses, Comic and Artistic Cards; also a stock of Tuck's Half Masks.

Hongkong, 23rd November, 1906. [1135]

ASK
for
Watson's
DUNDEE
Whisky,
No. 10James Watson & Co.
Ltd.,
DUNDEE.No. 10.
Supreme
among
SCOTCH
WHISKIES.Supplied by
Messrs. Watkins, Ltd.
Apothecaries' Hall,
Hong Kong.

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account of the year 1906, of Forty cents per Share, will be payable at the Hongkong and Shanghai Bank, Hongkong, on and after WEDNESDAY, 28th November, 1906, on Warrants to be obtained at the Company's Offices.

The Dividend will also be payable at the Hongkong and Shanghai Bank, Shanghai, on and after the same date.

THE REGISTER OF SHARES will be CLOSED from MONDAY, the 26th instant, until FRIDAY, the 30th instant, both days inclusive, during which period NO TRANSFER OF SHARES will be effected.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 22nd November, 1906. [1131]



SALE OF H.M.S. "PHOENIX."

TENDERS for the SALE of the above Vessel as she lies all standing at Kowloon Coaling Depot will be received by the NAVAL STORE OFFICER, H.M. NAVAL YARD, Hongkong, up till Noon the 30th November. The purchaser will be required to remove and break up the vessel within a reasonable time and will be called upon to deliver to the Naval Yard the Ship's Boilers and Anchors.

Intending purchasers can inspect the vessel on and after the 17th instant on application during Yard working hours.

The Highest Tender will not necessarily be accepted.

The particulars of the Ship are as follows:—Steel Twin Screw Coppered Sloop of 185 feet length, 32' 6" beam, Displacement 1,050 tons, fitted with Vertical Triple Expansion Engines.

Further information and particulars as to sale to be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong.

Hongkong, 22nd November, 1906. [1126]

L O S T.

FOX TERRIER BITCH, White Body, Black and Tan Head. Reward offered to finder.

MANAGER,

KENNEDY STABLES,

Causeway Bay.

Hongkong, 22nd November, 1906. [1124]

N O T I C E.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 20th November, 1906.

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY

JULES MERMAN & CIE.,

BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.

Medoc 9.50 " "

St. Estephe 9.50 " "

Pauillac 13.50 " "

Margaux 14.00 " "

Chateau Ludovic 17.00 " "

Chateau Galle 18.00 " "

Canet 20.00 " "

Chateau Mutton 24.00 " "

Chateau Marbuzet 27.00 " "

Chateau Rauzan 30.00 " "

Chateau Mutton 24.00 " "

Chateau Marbuzet 27.00 " "

Chateau Rauzan 30.00 " "

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Chateau Rauzan 30.00 " "

Chateau Mutton 24.00 " "

Chateau Marbuzet 27.00 " "

Chateau Rauzan 30.00 " "

ATTENTION.

A. S. WATSON & CO.,
LIMITED.

"STILL LEADING."
WATSON'S
E
LIQUEUR
SCOTCH
WHISKY.

\$15 per case.

A. S. WATSON & CO.,
LIMITED.WINE AND SPIRIT MERCHANTS.
ESTABLISHED A.D. 1841.
Hongkong, 21st November, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, The House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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WEEKLY—\$15 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is on any part of the world is 50 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On November 16, at Taiyuanfu, Shansi, the wife of L. O. BRYAN, of the Imperial University of Shansi, of a son.

On November 19, the wife of Rev. R. A. PARKER, Shanghai, of a son.

On November 20, at Shanghai, the wife of GEO. PEARSON, of a daughter.

MARRIAGE.

On November 22, at Shanghai, RICHARD MILLARD, son of Capt. R. Johns, I.C.S.N. Co., to MABEL, third daughter of the late J. T. Pearson, I.M. Customs, Shanghai.

DEATH.

On November 16, at Weihaiwei, ANNIE ELIZABETH VICTOR, beloved wife of Duncan Clark.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 26, 1906.

THE CROWN AGENT SYSTEM.

It is as refreshing as it is unusual to learn the convictions of an ex-official, who climbed to one of the highest offices in the service of his country, on the subject of Crown Agents, and it is instructive to understand the opinions of one so well fitted to criticise their operations as Sir Frank Swettenham, who retired from the position of Governor of the Straits Settlements only a few years ago. The Crown Agents have come in for much adverse comment from the press of the Crown Colonies in the East, but those gentlemen who form that mysterious body in London have quietly proceeded on their way, interfering on all possible occasions with the affairs of the Colonies. In his official capacity, Sir Frank Swettenham was compelled to acquiesce in the actions of the Crown Agents and to leave unheeded the protests of the community, but now that he has shaken off the shackles of his office he has made it abundantly plain that he agreed with the man in the street as to the undesirability of bowing to the will of the Crown Agents. That a few gentlemen, who are doubtless well-meaning

in private life, should to a large extent meddle with the finances of a Colony ten thousand miles away is absurd, especially as these individuals have the most elementary knowledge of the needs of the colony in question. Their ignorance of local conditions is usually abysmal, for it does not seem to be anybody's business to enlighten them, with the consequence that they generally play ducks and drakes with every scheme which passes through their hands. In his latest book Sir Frank Swettenham notes that Crown Colonies are not supposed to possess engineers qualified to construct railways, with the result that the Crown Agents, who are always in evidence when there is any money to be expended, hand over the work to their own consulting engineers. That the work costs a hundred per cent. more than it would have done had the work been left to local enterprise, that it occupies a longer period, and that it is usually unsatisfactory when it is finally completed does not affect the Crown Agents in the slightest degree. "However much the time, or the estimated cost, of the work is exceeded, no one is responsible." The Secretary of State, of course, only insists on the system; beyond that he washes his hands of the matter. The Crown Agents have clearly nothing to do with it: the whole business only gives them trouble. The consulting engineers cannot be held responsible if there is more sun than they expected at any particular time; nor are they held responsible if their representative in the Colony finds it impossible to get labour, or sleepers, or any other local commodity at the prices named in the estimates. Of course that is all common knowledge to the inhabitants of Crown Colonies, but it is well that the absurdity of the system should be exposed by an authority such as Sir Frank Swettenham may be considered. While the local government is not considered in a position to undertake or carry out its own reforms, the Crown Agents arrogate to themselves a breadth of vision which falls little below omniscience. They appoint their own consulting engineers who are, of course, expensive gentry, and they in turn hold themselves responsible to nobody, even going the length of officially passing as satisfactory the work of their own employees. It is little wonder that the ratepayers who find the money for the Crown Agents should strenuously object to the continuance of such a wasteful and extravagant system, but it does not seem to be anybody's business to put an end to it. Time and again the blunders made by the Crown Agents have been ventilated in the columns of the Press, but nothing has resulted and nothing seems likely to result unless the Crown Colonies take united action to secure the abolition of this anomaly in government. Sir Frank Swettenham has laid bare the ridiculous position of Crown Agents and we can only trust that his words will be read in the quarter most concerned and effective steps adopted to deal with the evil. He says sarcastically that: "It might almost be added that, unless a man believe in the system faithfully, he cannot be saved." Evidently the writer was past salvation even when in Singapore, and it is equally evident that he was on the side of the people all the time, although muzzled by the galling chains of office.

MISAPPLIED LENIENCY.

Readers who are directly connected with the shipping of the port and especially captains and officers of vessels engaged on the coast trade, will note with unfeigned surprise the extraordinarily lenient sentence imposed on a Chinese quartermaster who assaulted the chief officer, insulted the master, and endeavoured to incite the crew to mutiny. The incident occurred on the high seas while the vessel was on her way to Hongkong and there does not appear to have been a single extenuating circumstance in favour of the quartermaster. He shammed sickness and when offered medicine refused to take it. Then he declared that he would not work and enforced his argument by striking the mate over the head with a telescope. Finally he called the captain a derogatory epithet and sought to enlist the sympathies of the crew by pretending death. Here was a case one would have thought where the accused should have been visited with the utmost rigour of the law. As it is he has been sentenced to one month's imprisonment, which is absurd for such offences as were alleged against the refractory quartermaster. The captain confessed that he was afraid to put the man in irons lest he should jump overboard, when the crew might possibly have trumped up a charge of manslaughter against him, as it is alleged, was done in a case which occurred some months ago. Then, again, if the man had been locked up pending the arrival of the ship in Hongkong it was not at all certain how the remainder of the crew would act. These are some of the disabilities under which masters of vessels, trading on the coast, have to face, but they are only a tithe of the conditions which prevail. It is all the more evident, therefore, that when a serious case does occur, the master and officers should be

strengthened in enforcing discipline on board the vessel and in making the native crews realise that they cannot object to law. Imprisonment is no punishment whatever for assault, etc., on the high seas. Cases innumerable could be quoted to show that European sailors have been sentenced to longer terms of incarceration for offences which were comparatively trifling and certainly bore no comparison to the case under review. When European seamen were arraigned before the Court during the period of the Russo-Japanese war and charged with refusing to proceed to Vladivostok they were promptly consigned to gaol for six weeks. Yet, as was proved over and over again, these men had just cause to allege that their cargo was considered contraband by the belligerents, and their lives would have been in jeopardy had they proceeded to the Russian port. Moreover, the seas were strewn with mines, and even if the men had been willing to obey orders and risk capture or death they still had their families at home to consider. They got no sympathy from the Court but were bundled off to prison like so many malefactors. A sailor on arriving at Hongkong after a prolonged voyage is apt to let loose the reins of self-restraint and indulge in what is picturesquely described as a "jamboree," whereupon he is promptly locked up and kept under lock and key until his vessel sails, which may be a week or a month hence, or in the case of a sailing ship it may be months hence. Besides, the men have usually to forfeit their pay. But the Chinese quartermaster who escaped the charge of murder by a mere fluke and endangered the safety of the vessel is treated with the utmost leniency, and it is impossible to believe, that he yet realises the extent of his offence, or that others will be deterred from similar on-goings through fear of the consequences. It was a mistaken course followed by the Court to neglect the opportunity of pressing on the accused and others of his kidney the retributive powers of the Court, and its desire to support the master and his officers in their effort to maintain discipline on board ship.

THE INTERNATIONAL WALKING MATCH.

A correspondent who has been following the trials for the international walking match at Shanghai writes suggesting that Hongkong should follow the example of the Northern Settlement and establish a similar annual competition in this Colony. Although Hongkong is not quite so favourably situated for such athletic exploits as Shanghai periodically indulges in, there is no reason why an event of international interest should not be arranged by the sport-loving section of the community. To begin with, a walking competition need not be confined to any class in particular, the only requirement being that the teams shall be representative of different nationalities. The sports in which a variety of people can take part are comparatively few in Hongkong, and there are no sports which are open to all and sundry, but in a walking contest there would be none of that class exclusiveness which frequently mars sporting events in Hongkong. Only a limited section of the people can afford to take part in the horse-racing, while other games require previous experience and some measure of special skill. Moreover, the majority of the games are calculated to bar the young foreigner who knows nothing of the delights of cricket or football and has no opportunity of extending his knowledge of other pastimes beyond the most rudimentary forms. The enthusiasm which has marked these walking competitions in Shanghai affords the belief that similar popular approval would be manifested were the idea taken up in this Colony. It is only necessary that there should be no attempt to restrict the number of entries. During the past few weeks Shanghai has been entertained by the spectacle of scores of youths and men grimly walking as hard as they can in the hope that their muscles—which have become flabby by long vigils at the office desk—may harden to enable them to win honour for the nationality they represented, and now that the race has been decided there is no doubt great jubilation in the English camp. The course was about 18 miles in extent and before a man can proceed over that distance he must have put in a fair amount of training, which is wholly beneficial for the individual and the community. In the interim, the various nationalities are brought together, with the result that mutual esteem is established and a better opinion of each other fostered and encouraged. Our correspondent waxed highly enthusiastic over the details and there seems no reason to doubt the popularity which would attach to such an event. It only requires the co-operation of a few active sports to give the scheme a start.

H. E. Wu Ting Fang, vice-president of the Board of Penitents, has been recalled by telegram by the Throne to the Imperial Capital, for the purpose of reviewing and revising certain Chinese laws. H. E. Wu is expected in Peking at an early date.

LOCAL AND GENERAL.

THREE men, 1916 Balaichia, left for Calcutta per s.s. *Kutiang* on the 24th instant, for discharge.

MAJOR S. H. Pedley, 2nd Royal West Kent Regiment, left for Singapore per s.s. *Kutiang* on the 24th instant.

LEAVE of absence on private affairs pending retirement has been granted to Major W. E. Rowe, 2nd Royal West Kent Regiment, from date of disembarkation from H. T. *Stella* in England, to 6th March, 1907.

THE following bulletin was issued from Government House yesterday morning:—His Excellency the Governor is progressing slowly but satisfactorily. The injury to the brain, received at the time of the accident, necessitates great care.

WE are informed that Mr. A. H. Rennie has purchased the sailing ship *S. P. Hitchcock*. The sailor is to be converted into a hulk and is to be used as a sanatorium by the employees of the Hongkong Milling Co., Ltd. She has been re-christened *Maple Leaf*—Canada's emblem.

AS we previously announced was to be the case the Chulchow-Swallow Railway Company held the official opening of the recently completed line, on the 24th inst., when a vast crowd of spectators, and large gathering of guests, official and private, were present. Everything went off well, and the guests were subsequently entertained to tiffin.

REGARDING the accident which happened to a Chinese child, who fell over the verandah of his house on Tuesday last, we were informed that the house was No. 7 Kennedy Street. The occupant of that house now informs us that it was not from the verandah of that house the child fell, but from one in a side lane, adjoining, and bearing the same number.

WONG Cheong, who recently arrived from the United States, was arraigned before Mr. F. A. Hazeland, at the Police Court this morning, on a charge of being in possession of a revolver without police permission. Accused, who resides at No. 123, Connaught Road Central, informed the Court that he carried the revolver to protect himself. His Worship ordered that the shooting iron be forfeited to the Crown.

MR. G. Friedland, of Messrs. Melchers and Company, gave two of his private chair coolies in charge, yesterday, for disobeying his orders. When the case was called on before Mr. C. A. D. Melbourne, at the Police Court this morning, the complainant asked to withdraw the case. The coolies, he said, had been in his employ for some time, and he wanted to give them another chance. The case was accordingly withdrawn.

A CHINESE foreman in the employ of Mr. Corney's Glass Works at Causeway Bay had his queue torn off by the roots and his fingers badly lacerated as the result of an accident that befell him at eleven o'clock this morning. The unfortunate man was inspecting some of the machinery at the time when his queue caught in a fly wheel and he was dragged right into the machine and his queue severed from his head. He was placed in an ambulance and removed to hospital.

BETWEEN \$600 and \$700 damage was done in a fire which broke out in a baker's shop at No. 1, Chiu Lung Lane, Wanchai, early yesterday morning. The fire was caused by the overheating of an oven, which set several baskets of biscuits on fire, and the flames spread to the ceilings. The brigades from No. 2 Police Station and from the Central turned out, and with one length of hose they managed to confine the flames to that building. After about two hours' work the fire was extinguished. The first floor alone was gutted.

THE C.M.S. *Fungshun*, which arrived at Shanghai from Fochow on 22nd inst., reports: Passed the straits *Hsuan* and *Chiuen* between Steep Island and Tonging, bound south, between 4 and 6 p.m. on the 21st inst. At 3.45 p.m. on the 16th inst., in Lat. 26° 43' N., Long. 120° 35' E., in clear weather, with fresh breeze and heavy N.E. swell, sighted a fishing boat in distress; went alongside and rescued one man, the only survivor of a crew of five. The boat was boarded by Mr. Ross, chief officer, who found three men quite dead, lashed to the boat's fittings. They had died from exposure and starvation. The survivor told a painful tale as to the men having been four and a half days without food or water, and the heavy seas breaking completely and continually over the boat, which was completely gutted.

PRIVATE A. G. Close, of the Royal West Kent Regiment, was defendant at the Police Court this morning, in a case in which he was charged with assaulting a lamp-lighter and Indian constable No. 694, in Wellington Street on Saturday evening. The defendant denied assaulting the lamp-lighter, saying: "I only put my arm around his neck, your Worship." He, however, admitted hitting the policeman on the eye. The lamp-lighter said he was walking along Wellington Street at the time. Accused approached him and put his arm around his neck. When he broke away the defendant struck him with his stick. An Indian policeman came on the scene, but before he could arrest accused he received a punch in the eye. Mr. F. A. Hazeland, in convicting accused, said he would deal with him leniently. He had taken into consideration defendant's good character in the Army—he had practically a clean sheet, also that he was under the influence of liquor at the time, and what was more, the extraordinarily good character his regiment bore in the Colony. He would pay a fine of 12 on the first charge and 25 on the second.

MR. Li Hwok Kut, the elder grandson of the late Marquis Li Hung Chang, Prime Minister of China, a young man about 30 years of age, has been offered and has accepted a military commission for duty in a position which has hitherto been held by a Tartar Official of high position.

AT THE DOCKS.

SILVING AND REPAIRING OPERATIONS.

As the result of the recent typhoon, the Hongkong and Whampoa Dock Company have been busily occupied in repairing the damages sustained by the larger craft in the harbour and much progress has been made with the work of setting the coasting fleet in operation again. Notwithstanding these efforts, however, to undertake the repairs necessary, much still remains to be done.

THE "HITCHCOCK."

An interesting announcement was made today when it was stated that Mr. A. H. Rennie had purchased the sailing ship *S. P. Hitchcock*, which was thrown over the praya wall in the storm of 18th Sept. last. The *Hitchcock* is an American ship of 2,086 tons and has been lying in the harbour since August, when she arrived from Manila in ballast. It was understood that Messrs. Butterfield and Swire were anxious to acquire the vessel with the object of converting her into a coal hulk to be stationed at either Amoy or Foochow. Mr. Rennie stepped in, however, and purchased the vessel, which will be utilised as a sanatorium for the benefit of the employees of the flour mill which is in course of erection. The *Hitchcock* is admirably fitted for that purpose and should answer all the requirements of the mill staff. On Saturday forenoon the *Hitchcock* was towed to the Cosmopolitan Dock where she will be repaired throughout for her new mission.

THE "HEUNGSHAN."

Work has been started on the *Heungshan*, which was wrecked outside Hongkong, and judging by the energy which is apparent in connection with the vessel it may be taken for granted that the popular excursion steamer will be put on the river run within a short time.

DIVERS AT THE "SOROGON."

With regard to the *Sorogon* which has been bought by the Dock Company, divers are at work locating the damage which the vessel sustained in the gale and it is confidently believed that she will be raised without much difficulty. The divers have been lent from H.M.S. *Kent* and are doing good work for the wrecked vessel. As most people are aware all the divers carry divers but it is seldom that they have the opportunity of operating on a real wreck. While they are instructed in the technique of the profession and gain some knowledge of what is required of them, they naturally have little chance of appreciating the actual conditions prevailing when operations have to be carried out on a wreck. While the divers of the *Kent* are thus assisting the Hongkong and Whampoa Dock Company they are also acquiring an experience which should be exceptionally valuable in times of emergency, and equip them with a practical knowledge which may yet prove useful to the Navy.

THE "FRONDE."

On the French torpedo boat *Fronde*, workmen are engaged in an effort to circle the vessel with chains and bring her to the surface. At present the forepart is firmly wedged in the mud and she is said to be badly damaged, but although the work of salvaging is naturally laborious and difficult there is every likelihood that she will be brought up within a few days. Meanwhile she is leaking badly, but the *Protector* has so far managed to keep pace with the influx of water.

BRITISH SAILOR DROWNED.

ACCIDENT IN THE HARBOUR.

The body of a British sailor, which on identification turned out to be that of Alexander Nichol, a stoker, on board H.M.S. *Asiatic*, was seen floating in the harbour yesterday morning. The body was recovered from the sea and was buried yesterday afternoon. On inquiries being made we were informed that Nichol's death was due to an accident. The deceased, who was about twenty-eight years of age, was called at half-past three o'clock on the morning of the 21st instant to light fires and to raise steam in one of the ship's pinnaces, which was moored on the starboard side of the ship. The deceased was seen to enter the pinnace and to drop overboard almost immediately after "Man overboard!" was called. Life-belts were thrown in the vicinity near where the man had entered the water and life boats were launched, but the stoker did not come to the surface again. His cap floated near the gangway even while the search for the body was in progress. After a search of nearly half an hour's duration and not seeing any signs of deceased they gave up the search.

KULANGSU MUNICIPAL COUNCIL.

OFFICIAL MINUTES.

Minutes of a meeting of the Council held at the Board room, Kulangsu, on the 6th November, 1906.

Present:—Messrs. W. H. Wallace (vice-chairman), C. A. V. Bowra, A. F. Gardiner, L. I. Thomas, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

The Superintendent of Police reports the following cases have been dealt with since the last meeting of the Council:—Summons: Breach of agreement, 1; Debt, 2; Encroaching on property, 1; Assault, 1. Summary arrests: Theft, 2; Being in possession of stolen property, 2; Being in possession of housebreaking implements, 1; Being in possession of a bomb to the danger of the public, 1.

General business was transacted.

(Signed) W. H. WALLACE,
Vice-Chairman.

By Order,
C. BERKELEY MITCHELL,
Secretary, K.M.C.

MR. Li Hwok Kut, the elder grandson of the late Marquis Li Hung Chang, Prime Minister of China, a young man about 30 years of age, has been offered and has accepted a military commission for duty in a position which has hitherto been held by a Tartar Official of high position.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

KOWLOON-CANTON RAILWAY.

THE FIRST SHADOW.

[From a Correspondent.]

Shanghai, 26th November.

The Queensland Commissioner left Shanghai to-day by the s.s. *Malta*. Mr. Jones is proceeding to Hongkong in connection with the supply of timber for the Kowloon to Canton railway and the determination of the Crown Agents not to permit open tenders for Australian lumber for the sleeper supplies.

FOREIGN CONSULS HONOURED.

TAOTAI'S BANQUET ON EMPRESS DOWAGER'S BIRTHDAY.

[From Our Own Correspondent.]

Shanghai, 26th November,

3.15 p.m.

The Taotai of Shanghai gave a banquet to the foreign consuls in honour of the Dowager-Empress's birthday yesterday.

INTERNATIONAL WALKING MATCH.

VICTORY FOR ENGLISHMEN.

Shanghai, 26th November,

3.15 p.m.

The international walking match was won by the English team, four of whom were among the first nine who returned.

Mr. Featherstonhaugh was the winner of the match.

The French team came in second, while the third home were the Scotch representatives, and the Portuguese arrived fourth.

The time of the winner was two hours and forty-four minutes.

H.M.S. "ROBIN."

SUCCESSFULLY RELOCATED.

H.M. river gunboat *Robin*, which we reported in our issue of the 22nd instant as having gone ashore upon a sandbank in the neighbourhood of K'un Chuk, was, with the assistance of the *Mooren*, safely towed off on the same day, before the arrival of the destroyers *Fame* and *Bundy*, which left on the morning of the 23rd to render assistance.

We understand that the *Robin* has suffered practically no damage.

PROPERTY SALE.

Under instructions from Messrs. Deacon, Looker and Deacon, mortgagee solicitors, Mr. Geo. P. Lammert, auctioneer, put up for sale by public auction at his sales rooms, Duddell Street, at noon to-day, the valuable leasehold property registered in the Land Office as Sections A. B. C. and D., and the remaining portion of Kowloon Island Lot No. 51, with the premises Nos. 112, 114, 116, 120, and 122 Station Street, South, and Nos. 117, 119, 121, 123 and 127 Temple Street, South, Yumati. The total area of this property is 8,358 square feet, and it carries an annual Crown rent of \$ 9.10. The property was knocked down to Mr. Lau Ching Ting, after a certain amount of competition, for \$20,000.

SHIPPING AND MAILS.

MAILS DUE.

French (Polynesian) 27th inst.
American (Coptic) 29th inst.
English (Duke) 29th inst., noon.
German (Prussia) 31st prox., p.m.
German (Prussia) 31st (Friedrich) 5th prox.

The s.s. *Zoroaster* left Moll on 26th inst., for this port, and is due here on 1st prox.

The Danish s.s. *Slam* is expected here on or about the 27th inst., a.m.

The Imperial German Mail s.s. *Sandakan* left Sydney on 23rd inst., p.m., and may be expected here on 16th prox.

The N. Y. K. s.s. *Bombay Maru* Bombay Line left Singapore for this port on 23rd inst., and is expected here on 30th inst.

The N. Y. K. s.s. *Kanagawa Maru* European Line left Singapore for this port on 23rd inst., and is expected here on 30th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold*, which left here on 22nd inst., at noon, arrived at Shanghai on 25th inst., at 8 a.m.

The Imperial German Mail s.s. *Bismarck* left Kobe via Nagasaki and Shanghai on 25th inst., afternoon, and may be expected here on 3rd prox., p.m.

The O. & O. S. S. Co.'s s.s. *Coptic* sailed from Shanghai Sunday at daylight, and will therefore be due to arrive at this port to-morrow morning.

The P. & O. S. S. Co.'s s.s. *Duke* left Singapore for this port on 24th inst., at 3 p.m., with the outward English Mails, and is due here on 29th inst., at noon.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 10.30 p.m. on 24th inst., and left again at 5.30 a.m. Sunday, for Nagasaki, where she is due to arrive at 10 a.m. on 26th inst. The Imperial German Mail s.s. *Prinz Regent Luitpold*, carrying the German Mails, will depart from Berlin on the 26th inst., and will be expected here on 3rd prox.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CHEKIANG RAILWAY.

FIRST SOD TURNED.

[From Our Own Correspondent.]

Shanghai, 26th November, 3.15 p.m.

The first sod of the Chekiang railway was turned on the 14th inst.

SHIPPING DISASTER.

JAPANESE VESSEL WRECKED.

TWENTY-EIGHT LIVES LOST.

[From Our Own Correspondent.]

Shanghai, 26th November, 3.15 p.m.

The *Kansai Maru* has foundered off the south coast of Korea.

Twenty-eight lives have been lost.

[Reuters.]

The Salvation Army.

LONDON, 23rd November.

General Booth is going to Japan at the beginning of the year to examine the work of the Salvationists. He praises the courtesy of the Japanese authorities, and says the army has been instrumental in saving 30,000 gelaish from bondage.

The army will make a start in Manchuria as soon as the country is fully opened.

The Morocco Trouble.

Marines are mobilizing at Cadix, Ferrol, and Carthage, in readiness to embark for Morocco.

The United States.

Mr. Root, in a speech at St. Louis, said that a Congressional Bill has been drafted to establish six subsidised steamship lines to foreign ports.

The German Navy.

At a conference of naval architects in Berlin, at which the Kaiser was present, it was announced that the Government will introduce turbines into the navy.

Later.

Australia.

The Melbourne Assembly has passed the Anti-Gambling Bill after a prolonged opposition.

The Opium Trade.

The *Times*, commenting on the abolition of the opium trade with China, says that China must give clear and convincing proof that she is not merely pretending to abolish the use of opium in order to increase her revenue at the expense of India; and if such practical proof is forthcoming, Great Britain will not refuse to come to an agreement.

The French Navy.

24th November.

The French Chamber, by 292 to 112, has approved of the Government naval construction policy, and confirmed the vote of the last Parliament authorising the laying down of six battleships this year.

The Minister, M. Thomson, defended the building of squadrons for the high seas, declaring that the Japanese would have been helpless with only a defensive navy. He did not deny the utility of submarines, but the experimental stage was not yet concluded.

CANTON DAY BY DAY.

THE KWONGCHOW PREFECT.

[From Our Own Correspondent.]

Canton, 24th November.

The Prefect of Kwongchow, Chan Mong Chang, has several times tendered his resignation from the service to the ex-Viceroy, who refused to accept it. Now the new Viceroy, H.E. Chow Fu, has accepted his resignation. It is reported that Chan will leave here for Peking at the end of the present year. All the posts formerly held by him will be distributed to different officials to attend. As to who will be his successor is not yet known at present.

YUEH-HAN RAILWAY.

Yesterday Li Shui Yuen had an interview with H.E. Viceroy Chow Fu in regard to railway matters. His Excellency emphasised the fact that officials are only concerned in the protection of the Yueh-han Railway Company, but have no right to interfere with the company's management. He also stated that the financial question concerning this railway company will receive his special attention.

A long letter, signed by a great number of shareholders, was received at Mun Lan She Yuen in Ha-kau-po, where several meetings, within the last few days, have been called, to lodge their complaints against the president and others, for mismanagement. In this letter the shareholders complained against the president, Mr. Chang To Chai, and other gentlemen of the board of management generally, for mismanagement of the company, and other charges, which amount to about twenty items.

MILITARY COLLEGE.

H.E. the Viceroy proceeded to Intang to visit the Canton Military College and on his way back he intends to visit the Government Paper Manufacturing, and the different fortresses as well as pay another visit to the band, the working of which he considered very satisfactory.

THE MISSIONARIES AGAIN.

It is reported lately that the natives of Lien-chow, where the murder of missionaries took place last year, are again disturbing the missionaries and have pillaged some property of the church. The American Consul-General, Mr. Leo Bergholz, has communicated the Viceroy with this fact and requested the Viceroy to order the local officials to give every protection to these missionaries and to arrest and punish the evil-doers, so as to terminate any further trouble.

THE OPIUM EVIL.

It is reported that two Englishmen have arrived at Canton to inquire into the opium question. These gentlemen are at present giving lectures in a church on the evils of the opium-smoking in Yan Chai Street.

Yesterday H.E. Viceroy Chow placed Prefect Chui Tong in the Canton Bureau of Foreign Affairs at the salary of 200 taels per mensem.

THE KOWLOON MURDER.

OPENING OF THE CASE.

Mr. F. A. Hazeland, police magistrate, opened the hearing of the case at the Magistrate's this afternoon, in which a butcher named Wong Kin was charged with murdering one Au Yeung Cheung, in a butcher's shop at No. 5, Elgin Road, Kowloon, on the night of the 11th inst.

Inspector Langley, of the Water Police Station, prosecuted, the defendant, who was not defended, pleading not guilty to the charge.

Dr. C. M. Heanley, medical officer in charge of the public mortuary, declared that on 11th inst., he examined the body of Au Yeung Cheung. There was a wound on the right side of his neck from the chin in front to the middle behind. It cut all the tissues down to the bone, which was also cut. The wound was caused by two blows. There was also a small wound on the top of the head, which laid bare the bone of the skull. Some more wounds were seen on the left forearm, and three small wounds on the back of the right index finger. The joint of the index finger was broken. Death, in witness's opinion, was due to the wounds in the neck. The chopper (produced) could have caused the injuries in deceased's neck, which resulted in his death. Witness, under the circumstances, could not say if death was instantaneous.

The principal witness in the case—Yeung Tak—whose life-prisoner was also alleged to have attempted to take, appeared in Court with the whole of his face in a bandage. "I said that he was a butcher employed in the Wing Lok shop, 5, Elgin Road, Kowloon. On the 10th inst., at about 9 p.m., after the shop was closed, witness heard a knock at the door. "Who's there?" witness asked.

"I am," answered a voice, which witness knew belonged to the prisoner. Witness opened the door, and defendant and another man, whom witness did not know, entered the shop. The prisoner was formerly employed in the same shop as witness. He was only there for about three months, but was discharged about five months ago.

"Will you allow me and my friend to sleep in the shop for the night?" asked prisoner, when he gained admittance.

Witness consented and told them to go to bed. A bed was shown them, and a bed cover was handed them to use in case they felt cold. Witness then blew out the light and returned to bed.

At this stage witness gave the positions of the different beds in the house. The deceased (Au Yeung Cheung) was asleep on a bed near the counter and in front of the safe. Witness's bed was behind that of the deceased, and the prisoner and his friend occupied a vacant bed not far from the one used by witness.

"At about one-fifteen o'clock in the morning," continued the witness, "I heard a noise made by the deceased. I shouted: 'What is the matter?' I got out of bed at once and saw the men at the counter. The prisoner made a rush at me and chopped me twice on the right side of the face with a chopper, once on the head, and once on the side."

Witness closed with his assailant. They struggled for about ten minutes, accused holding witness by the throat. In the tussle witness seized accused by the queue, and both rolled on the floor, witness calling "Save life!" while an Indian policeman arrived, and chased prisoner down the street and arrested him.

"When did the other man run away?" asked his Worship.

"As soon as I called 'Save life!' when they were attacking deceased he cleared," witness replied.

Witness then went up to deceased's bed and found him dead in bed, with a wound on his neck.

"Can you recognise that chopper?" asked Mr. Hazeland. The chopper was stained with blood.

"Certainly," replied accused. "I have been using that chopper almost daily, why can't I recognise it?"

His Worship at this point had to tell accused that he would give his evidence much better if he did not get excited.

Inspector Langley—When the defendant and his friend entered the shop was there a light in the shop?

Witness—Yes, a small one; but I recognised him by his voice.

His Worship—Never mind about the voice. Could you see defendant's face, plainly by the light in the shop?

Witness—Yes.

His Worship—Could you identify the other man if he was arrested?

Witness—I could.

The case was then adjourned.

AN IMPUDENT QUARTERMASTER.

ASSAULTS MATE AND INSULTS CAPTAIN.

A case which will be read with much interest by the shipping community of Hongkong was heard at the Police Court this morning when Chiu Kwai, quartermaster on board the British steamer *Hongchow*, was charged with disobeying the lawful commands of the master of the ship—Captain Mawley—and assaulting the chief officer—Mr. J. E. De Wolf—on the 23rd inst., while on the high seas.

The Chief Officer stated that on the 23rd inst., while midway between Chikiang and Hongkong, the quartermaster was given an order which he refused point blank to carry out. Witness left the defendant and went into the chart-house. He was in a stooping position, getting out some sails from the medicine chest, when he received a blow over the head. He was wearing a thick cap at the time and that saved him from getting stunned. He turned round immediately the blow was delivered and saw

the captain struggling with the quartermaster, who held a telescope in his hand. "Look out!" the captain cried, "this man is dangerous." The defendant was then put out of the chart-house. "The quartermaster," continued the chief officer, "informed the captain that morning that he was ill and would do no work. The captain said that if the man was sick he should take some medicine, and told me to go to the medicine chest and get him some salts." The accused refused to take medicine, neither would he work. The captain told him that if he did not want any medicine he was not sick and should get to work. The accused again refused and when he was left alone he dashed into the chart-house, where witness was engaged at the medicine-box, and the assault occurred.

Captain Mawley said that the crew, including defendant, were signed on at Chikiang. They then made a trip to Wuhu. On their return to Chikiang he ordered the quartermaster one morning to go and get some lead. Instead of obeying the order, accused became very insulting in his language. "Go and get it yourself, coolie," the skipper said defendant replied. "I am not your coolie." A few days later some of the crew fell sick. A doctor was called, and he testified that the men were suffering from fish poisoning, and pronounced that the men were not in danger. Defendant did all he possibly could to get the crew to leave the ship, and as he failed his conduct became worse and he was a perfect nuisance on board. On the way to Hongkong his insolence while at the wheel was a thing that could not be tolerated. On the 23rd he complained to the captain of being ill, and the latter recommended that he should have some medicine. Again he got insolent and refused to take the medicine. "If you don't take medicine," the captain said, "you are not sick," and he told the man to get to work. Instead of that he fell flat on his back on the deck, in full sight of the other Chinese, and throwing up his hands and feet and opening and closing his eyes and mouth feigned death. He later said he would jump over the side of the ship. When he was left to himself for a time he rushed into the chart-house, while the mate was at the medicine chest, picked up a telescope from the table, and was about to bring it down on the mate's head, when the captain sprang on him and was successful in stopping the full force of the blow from descending on the mate's head, although he was struck.

The captain here produced his telescope, which he said was his private property, given him by a friend, a souvenir which he treasured, and pointed out to the Court where it was denied in three places. He said that the telescope could not be closed now.

Continuing, Captain Mawley declared that all on board were scared to put the man in handcuffs for fear he might jump overboard to spite the officers. He recited a case that took place in which a British officer was sent to gaol in Shanghai for three months for handcuffing one of his crew, who jumped overboard and was drowned, simply to spite the officer.

"Seeing that this man was in such a fury," went on Captain Mawley, "I thought it quite likely that he would do the same and that was why he was not handcuffed." He blew his whistle, however, and sent the mate to call the boatwain and to bring along a pair of wristlets. In the meantime witness kept an eye on the man for fear he might do something dangerous. To put a man in handcuffs, went on the skipper, causes trouble, for it is believed they lose face if it is done. When the boatwain and the handcuffs arrived, and seeing what was in happen, the boatwain stood security for defendant's good character during the rest of the voyage. He would press the charge, and asked the Court to impose such a penalty as to set an example to others. The influence of this man over the rest of the crew incited the others to treat the officers of the ship with contempt, concluded Captain Mawley.

His Worship sent defendant to gaol for one month, with hard labour.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Noon.
Buyers:—National Banks \$47, Indo-China \$38, Roths \$82, Kowloon Wharves \$88, China Providents \$9.15, Cements \$19, Electric \$15, Tramways \$215.

Sellers:—Hongkong Banks \$8.0, Unions \$7.0, Canton \$6.0, Macao Steamboats \$27, China and West \$23, Douches \$30, Shell Transport \$17, China Sugars \$145, Hongkong Docks \$151, Hongkong Lands \$100, West Point \$50, Humphreys Estate \$113, Hongkong Cottons \$13, China Borneo \$10, Ices \$23.6, Ropes \$23, China Light and Power \$10, A. S. Watsons \$124, Powells \$8.

Sales:—Nil.

Nominal:—Hongkong, Fires \$335, China Fires \$95, Shanghai Docks \$16, Hongkong Wharves \$16, 210, Hongkong Hotels \$112, Dairy Farms \$17.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3 1/2
Do. Demand 2/3 1/2
Do. 4 months' sight 2/3 1/2
France—Bank T.T. 2/3 1/2
America—Bank T.T. 2/3 1/2
Germany—Bank T.T. 2/3 1/2
India T.T. 2/3 1/2
Do. Demand 160
Shanghai—Bank T.T. 72 1/2
Singapore T.T. 1/2 prem.
Japan—Bank T.T. 111 1/2
Java—Bank T.T. 137 1/2Buying.
4 months' sight L/C. 2/4
6 months' sight L/C. 2/3 1/2
30 days' sight San Francisco & New York 50 1/2
4 months' sight do. 51 1/2
30 days' sight Sydney and Melbourne 24 1/2
4 months' sight France 2 92
6 months' sight do. 2 93
4 months' sight Germany 2 93
6 months' sight do. 2 94
Bar Silver 32 7 1/2
Bank of England rate 6 1/2
Sovereigns 8 1/4

OPIUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa Now 800/820
" Old 840/860
" Older 880/900
" Oldest 900/1,030Patna Now 937 1/2
" Old 950
Benares Now 950
" Old 960
Persian (Paper) 970

CLAIM FOR PROFESSIONAL SERVICES.

HONGKONG SOLICITORS V. J. CLIFFORD WILKINSON.

FULL TEXT OF JUDGMENT.

The full text is to hand of the judgment in the above case, delivered on the 7th November when the claim was dismissed with costs. The reasons given by the Court for the judgment are as follows:—

In this case, which is not one for the execution of the judgment of a foreign Court, but for the recovery of remuneration for services rendered, of money advanced, and the expenses of law proceedings for the recovery of the money mentioned (the claim being based upon the termination of the commission), the claim should not be granted solely on the ground that plaintiffs won their case for the same claim in the Hongkong Supreme Court, the decision of which Court has become irrevocable. The propriety of the claim must be adjudged in accordance with the general principles of justice.

In considering the case, it is evident from Exhibit No. 1A, that plaintiffs have obtained judgment in their favour in the Hongkong Supreme Court. The judgment was, however, delivered merely for the reason that defendant resided in a country beyond the jurisdiction of the Court, and did not respond to the summons. The claim was not decided on its merits. The decision of the Hongkong Court is insufficient to justify the claim; and the fact that the decision of the Hongkong Court has become irrevocable, as shown by Exhibit No. 2A, cannot reverse the reasoning just quoted. In neglecting to make a protest against the judgment in his default, and demanding the re-trial of the case, defendant is guilty of delinquency, but in acting so he has not admitted his obligation to pay the claim. Defendant pleaded that he had not requested plaintiffs to proceed against other firms, with the exception of Fa Shu & Co., and that the amount of remuneration claimed was excessive. Plaintiffs failed to bring sufficient evidence to support their claim, with the exception of the two exhibits in question. The Court, therefore, cannot admit the propriety of the claim in this case; hence the claim is dismissed.

The judgment is signed by Judge Sweeney, presiding, and Judges Miyake and Hayashi.

CANTON-FATSHAN RAILWAY.

H.E. SHUM TUNG INVESTIGATING.

[From a Correspondent.]

Canton, 24th November.

H. E. Shum Tung, President of the Yueh-han Railway Co., Ltd., has lately made investigations as to the repairing of the Canton-Fatshan railway line, and it is understood he will push his investigations along the main road to Hankow. The chief object of these present investigations is to endeavour to estimate approximately the cost of making such repairs, and the time they will occupy to complete them.

Co-op's Advertisements.

MADAM JAY

BEGS to announce that she has REMOVED her DRESSMAKING and MILLINERY ESTABLISHMENT to more Commodious Premises, No. 14, DES VŒUX ROAD, near Hongkong Hotel.

Madam JAY is offering for sale MORNING, AFTERNOON and EVENING GOWNS, below cost, in order to make room for a very large new lot of goods.

Madam JAY also has a splendid lot of goods for Afternoon Gowns, ONE GOWN IN EACH PIECE, selling at very low prices. JAPANESE SILK SOLD BY THE YARD, at prices below competition in Hongkong. Pending the arrival of her MODISTE from Paris, Madam JAY herself will carry on the DRESSMAKING DEPARTMENT.

Hongkong, 26th November, 1906. [1140]

HONGKONG JOCKEY CLUB.

NOTICE.

ST. ANDREW'S STAKES to be run for on SATURDAY next, 1st December, 1906. Open to all Subscribers Grantee of the St. Andrew's Stakes. Distance Half-a-mile, weight 12 stone, 7 lbs. Native Riders allowed. Entrance Fee \$10 to go to the Winner. Second Prize to save his stake. The Saddle and Saddle Cloth will be at 7 o'clock A.M. and the Race will be started at 7.30.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 26th November, 1906. [1141]

TO LET.

FOUR-ROOMED HOUSE on PRAVA EAST, near East Point. Apply to—

JARDINE, MATHESON & Co. Hongkong, 26th November, 1906. [1142]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND ANTWERP.

THE Steamship "CARDIGANSHIRE," Captain W. T. Hall, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined on the 3rd December, at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by—

SHEWAN, TOMES & Co. Agents. Hongkong, 26th November, 1906. [1143]

TURF TOPICS.

ANOTHER QUIET WEEK ON THE TURF.

But for a few gallops, and an accident, which fortunately did not end seriously to either man or pony, last week's work on the turf was also a quiet one. The accident referred to was the one in which Mr. J. A. Jupp's pony distinguished himself by pitching his master into a ditch, and making a galloping attempt to return to his stable. He would have succeeded in getting there had he not shied at the paddock gate and crashed into it head first. This brought the spirited animal to a standstill, and he was returned to his stables, none the worse for his little game. The malco was greatly shaken, but recovered himself after a few minutes' rest.

Mostly cantering work was indulged in this week, while a few owners sent their ponies over a distance with the idea of shroffing them out. The best moving ponies, so far as I can make out, are Mr. Jupp's, Mr. Williams', Mr. J. E. Gresson's, Mr. H. N. Mody's black, Mr. H. R. Hunter's chestnut and Mr. Marshall's black. Mr. Gresson's pony is evidently tired of work. I saw him the other morning being girthed up and his behaviour on the occasion reminded me of a back-jumper in full swing. He pranced about the places and ended by flopping down on the cement floor. I am told this is an everyday occurrence.

I hear that Ardpatrick and Colswold are expected here soon. Buxey's string will also be here before Christmas, and will include Triumph Rose, Glorious Rose, Coronet Rose, and probably another Rose, and a stable of Derby griffins, with the great "Snowball" in charge.

It is rumoured in racing circles that Potts does not intend to take part in the Hongkong Races next year, but it is even money betting that if Potts has a good griffin or two he will put in an appearance.

The St. Andrew's Stakes, a race advertised to take place on the 1st proximo, should prove a very interesting event, and a good attendance is assured, notwithstanding the fact that it is to take place on the night of the 30th.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE PRICE OF BILLIARDS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—Now that hotelkeepers have decided to reduce the price of drinks to a reasonable figure from the exorbitant rates they have hitherto charged; would it not be as well for them to reduce also the price of billiards and pool? At the present rate one has to pay thirty cents per cue per game, and if, say, half a dozen are playing, as it very often occurs, it comes pretty dear in the end. Surely, a reduction in this item will be appreciated. If the hotelkeepers charged twenty cents per cue, which is a reasonable figure, I am sure those who have had to retire from the green table on account of the higher rates will return, and the tables would be kept more fully occupied than they are at present.—Yours, etc.,

BILLIARD PLAYER.

Hongkong, 26th November.

Intimations.

THE

ROBINSON PIANO

CO., LD.

HAVING SECURED AN INTEREST

IN A LARGE

LONDON FACTORY

CAN SUPPLY

HOME PIANOS

ON EVEN MORE EXCEPTIONAL

TERMS THAN EVER

PIANO

AND

APOLLO

PIANOLA,

\$550!!!

FROM MANUFACTURER TO

PURCHASER DIRECT.

Hongkong, 10th November, 1906. [138]

MOËT & CHANDON'S

HIGHEST GRADE OF CHAMPAGNE IS

"DRY IMPERIAL"

BRAND

AS SUPPLIED BY ROYAL WARRANTS

70

KING EDWARD VII.

THE EMPEROR OF GERMANY.

THE CZAR OF RUSSIA.

ALSO SUPPLIED FOR THE

LEADING PRESIDENTIAL

BANQUETS

OR

FRANCE AND THE UNITED STATES.

Per Case 12 Bottles \$57.00

" 24 Bottles 60.00

SOLE AGENTS:

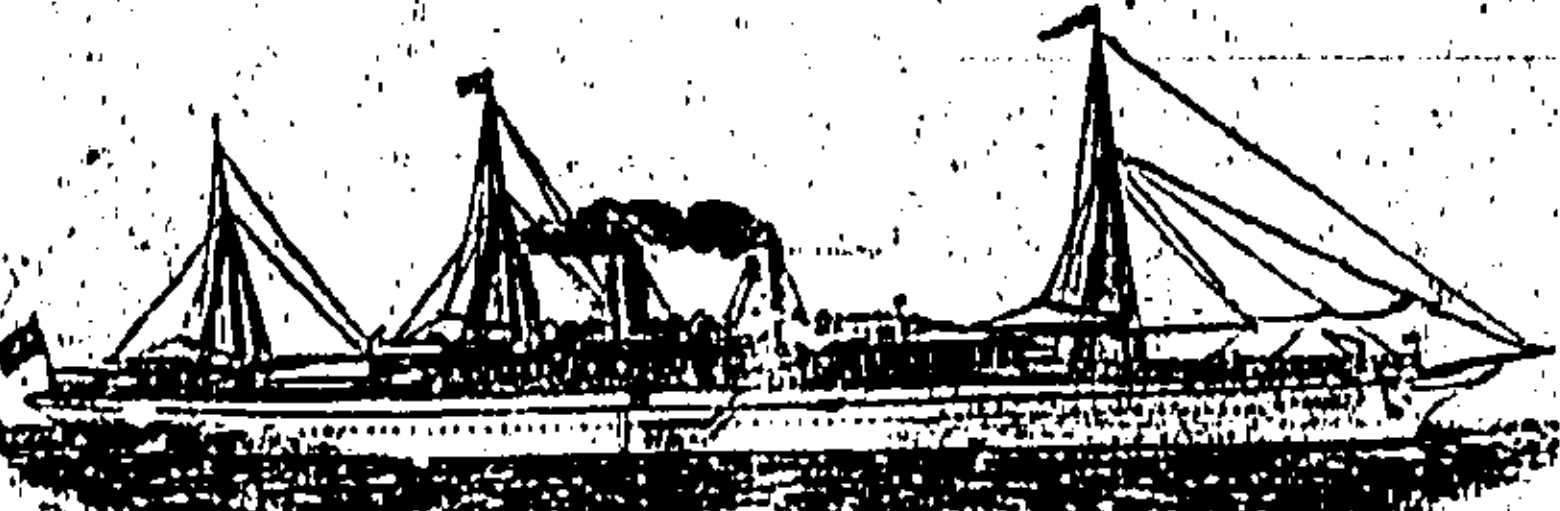
H. PRICE & CO.

WINE AND SPIRIT MERCHANTS

12, QUEEN'S ROAD CENTRAL.

Hongkong, 24th November, 1906. [141]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	TONS
"ATHENIAN".....3,852	WEDNESDAY, November 28th.....December 23rd
"EMPRESS OF JAPAN".....6,000	THURSDAY, December 20th.....January 7th
"TARTAR".....4,425	WEDNESDAY, January 9th.....February 2nd
"EMPRESS OF CHINA".....6,000	THURSDAY, January 17th.....February 10th
"MONTEAGLE".....6,165	WEDNESDAY, January 23rd.....February 16th
"EMPRESS OF INDIA".....6,000	THURSDAY, February 14th.....March 4th

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate or 2nd Class.....£40. £42. Steamers, and 1st Class on Railways.....£40. £42. Passengers only, at Intermediate rates, affording superior accommodation for that class. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA.	SUISANG	FRIDAY, 30th Nov., 3 P.M.
MANILA.....	LOONGSANG	FRIDAY, 30th Nov., 4 P.M.
S'GAPORE, PENANG & CALCUTTA.	LAISANG	TUESDAY, 4th Dec., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th November, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STREAMERS.	TO SAIL.
MANILA.....	"TEAN"	27th November.
SHANGHAI.....	"KIUKIANG"	27th "
SHANGHAI.....	"HANGHOU"	30th "
SHANGHAI.....	"KALGAN"	1st December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	3rd "
YOKOHAMA and KOBE.....	"CHANGSHA"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.
! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
! Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	AMOI AND MANILA	FRIDAY, 30th Nov., at 5 P.M.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 8th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship.....About

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHEINIA," "HAUSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidst light, bright, airy, and comfortable surroundings. The berths are arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
ANDALUSIA.....27th November.	SITHONIA.....3rd December.
HOHENSTAUFEN.....2nd December.	RHENANIA.....14th December.
AMERICA.....5th December.	C. FERD. LABISZ.....23rd December.
ALESIA.....15th December.	ANDALUSIA.....3rd January.
SPEZIA.....29th December.	HOHENSTAUFEN.....11th January.
SILESIA.....2nd January.	SPZIA.....25th January.
SCANDIA.....1st February.	SILESIA.....8th February.
HAUSBURG.....3rd March.	SCANDIA.....22nd March.
FOR TSINGTAO, NAGASAKI and FOR VLADIVOSTOK.	HABSBURG.....5th April.
DAPHNE.....29th November.	

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad Datu, Labuan, Jolo, Zamboanga and Menado.
THE Steamship

"BORNEO,"
Captain F. Semblin, will be ready to load on the 24th instant.

For Freight or Passage, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 26th November, 1906.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"
Captain S. H. Nelson, will be despatched for the above Ports, on WEDNESDAY, the 28th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 24th November, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENMOHR,"
Captain Webster, will be despatched as above, on or about the 30th November.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th November, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"
Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 13th November, 1906.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENAVON,"
Captain Woolfenden, will be despatched as above, on FRIDAY, 7th December, 1906.

For Freight, apply to
MCGREGOR BROS. & GOW.
Hongkong, 22nd November, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.
Captain W. C. T. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.
The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to
K. MATSUDA,
Manager,
York Building,
Hongkong, 14th November, 1906.

Consignees.

THE H. A. L. Steamship

"ANDALUSIA,"
Captain Haase, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.

No Fire Insurance will be effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 23rd November, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-MORROW (THURSDAY), 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 3rd of December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1906.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and/or West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 27th instant, at 9.30 A.M.

All Claims must reach us before the 3rd of December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 21st November, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENROY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognised if not presented within 14 days of the ship's arrival.

MCGREGOR BROS. & GOW.
Hongkong, 21st November, 1906.

For Sale.

CURED
MEN & WOMEN
BIO-CHEMISTS
Cures all diseases of the blood, skin, and mucous membranes. Rheumatism, Gout, Gravel, etc. Circular mailed on request.
The Bio-Chemical Co.,
21, Abchurch Lane, London, E.C. 4.

SAD FATALITY IN SHANGHAI.

DROWNING OF A MARINE OFFICER.

The Shanghai Times of 21st inst. says:—We regret to say that a very sad fatality occurred in the Whangpoo River at 11.15 p.m. on Monday night, when Mr. J. B. Clark, second officer of the s.s. *Volga*, fell into the water from the wharf at the New Dock, and lost his life, two companions who were with him at the time had a narrow escape from the same fate. The facts of the case are as follows:—

Shortly before 11 o'clock on the night in question three foreigners, one of whom was G. Skillen, a constable in the Municipal Police Force, another named J. B. Clark, the second officer of the steamer *Volga*, lying near the International Dock, and a man named Rutherford, second engineer of the steamer *Norfolk*, lying at the New Dock, took a sloop at the Ewo Jetty, in order to go to their respective ships. Rutherford suggested that as the *Volga* was lying such a long way down stream, it would be better for Clark to go on board the *Norfolk* and remain there till morning. To this proposal Clark agreed and the party set out and duly landed at the New Dock. Clark and Rutherford were the first to leave the sloop and they were walking along the wharf, when they missed Skillen. Turning round they looked back, and as they did so, Clark stumbled against a heavy piece of timber which was lying across the wharf, and before he could recover his balance, he toppled over and plunged into the icy waters of the river. As soon as Skillen and Rutherford heard the splash and ascertained what had happened, they jumped into the river and endeavoured to rescue Clark, who was getting carried away rapidly. They did not succeed in reaching him, however, and very nearly got drowned themselves in the effort. It was with the utmost difficulty that they reached the shore whence Rutherford proceeded to his ship and Skillen crossed, in his dripping clothes, to Shanghai and reported the occurrence to the Police Station. The River Police were informed in turn, but so far, we believe, the body of the unfortunate young man has not been recovered.

LAUNCH OF THE "SATSUMA."

THE EMPEROR AT YOKOSUKA.

A Yokohama despatch states that the battleship *Satsuma*, 19,000 tons, was successfully launched at 2.25 p.m. yesterday (Nov. 15) in the presence of the Emperor, and amidst the deafening applause of an immense number of spectators. His Majesty the Emperor appeared to be much pleased at the success of the launch.

His Majesty left Tokyo by the 8.10 train, accompanied by Prince Admiral Arisugawa, General Prince Kanin, Admiral Ijima, Admiral Kato, Vice-Minister for the Navy, Marshal Marquis Yamagata, Count Matsugata, Admiral Saito, Minister for the Navy, General Terauchi, Minister for War, and Mr. Matsubara, Minister for Agriculture and Commerce. The Emperor and party arrived at Yokosuka station about 11 o'clock, where his Majesty was welcomed by the Crown Prince and other dignitaries. His Majesty then drove to the Port Admiralty, and took tiffin there.

Among the ships in port were the new battleships *Kashima* and *Katori*, the *Sagami* (late *Ferret*), the *Soya* (late *Varyag*), *Suzo* (late *Pobeda*), *Suxuya* (late *Novik*), *Chinyan*, and a number of cruisers, transports, destroyers and torpedo-boats.

His Majesty visited the new battleships *Kashima* and *Katori*, which were tastefully and brilliantly decorated, and also inspected the captured war-ships.

BRITISH CONGRATULATIONS.
The *Japan Chronicle* of 17th inst. says:—Lord Tweedmouth, First Lord of the British Admiralty, dispatched a telegram to Admiral Saito, Minister for the Navy, through the Naval Attaché to the British Embassy in Tokyo, congratulating the Government on the successful launch of the *Satsuma*. Admiral Saito immediately forwarded a cordial acknowledgment.

The telegram from the First Lord of the Admiralty reads:—"In the name of the British Board of Admiralty, I beg to tender to you and your staff the most sincere congratulations on the launch of your great battleship the *Satsuma*, and hope that the historical glory of the Imperial Japanese Navy will be proudly maintained by the new vessel."

An article in the *Asahi* on the launch of the battleship may be taken as fairly representing the general feeling of the nation on the occasion. The launch, says the *Osaka Journal*, marks a new epoch in the history of ship-building in Japan. This tremendous vessel has been built in the short space of a year and a half, and efforts made by the authorities to accomplish so huge a task in such short time must be greater than can be imagined. The Japanese nation, which felt reassured on the safe arrival of the *Kashima* and *Katori*, from England, have had their confidence still further increased by the successful launch of the *Satsuma*. This confidence is not created by the mere fact that the new battleship is to be equipped with an armament equal to that of the new British *Dreadnought*, or because the *Satsuma* is some 1,200 tons heavier than the British ship, but because the Japanese have now demonstrated their ability to build such powerful warships themselves in their own country.

The Japanese nation has aspired for a long time to independence as to the construction of ships of war, and this aspiration has been materially intensified by the Russo-Japanese war. Had that war continued until now, says the *Asahi*, the *Kashima* and *Katori* would have been detained in England; and if the knowledge of shipbuilding and the building accommodation in Japan had remained in its primitive state, the final victory of Japan could not be assured. It is for this reason that every Power has its own complete ship-building establishment. The necessity for this becomes greater when it is remembered that there are many secrets in the construction of warships that must be kept from the knowledge of other Powers. By the launch of the *Satsuma* it is evident that this drawback to Japan has been largely remedied. There can be no doubt that many improvements have been applied to the *Satsuma* from observations made during the recent fighting. The Japanese, however, concludes our Osaka contemporary, should not be content with this, but must steadily improve their navy in the present age of progress, when the best ship of to-day falls to second rank to-morrow.

Commander H. T. Ailey	West River
Commander J. T. S. Lyne	Yangtze
F. O. Strath	Hongkong
Core H. P. Williams	Hongkong
Commander E. Secretan	Yangtze
Commander E. M. R. West	Yangtze
Commander Stephens	Hongkong
Commander R. W. Glennie	Long Harbour
Commander G. E. L. Thomas	Hongkong
Commander G. B. Spicer-Simson	Yangtze
Commander C. J. Todd	Yangtze
Commander Jno. F. Knox	Yangtze

MAILS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN"

Captain J. Charbonnel, will be despatched for
MARSEILLES TO-MORROW, the 27th
November, at 7 P.M.
Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ERNEST SIMONS* 11th December.
S.S. *POLYNESIEN* 25th December.
S.S. *CALEDONNIEN* 8th January.
S.S. *SALAZIE* 22nd January.
S.S. *OCEANIE* 5th February.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th November, 1906. [11]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"
Captain R. A. Peters, carrying His Majes-
ty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 1st December,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Himalaya*, 7,000 tons, from Colombo.
Passenger accommodation in which vessel is
second before departure from Hongkong.

Silk and Valuables, all Cargo (for France,
and Tea for London (under arrangement))
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due to London on the 12th January, 1907.

Passes will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 21st November, 1906. [14]

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pis.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

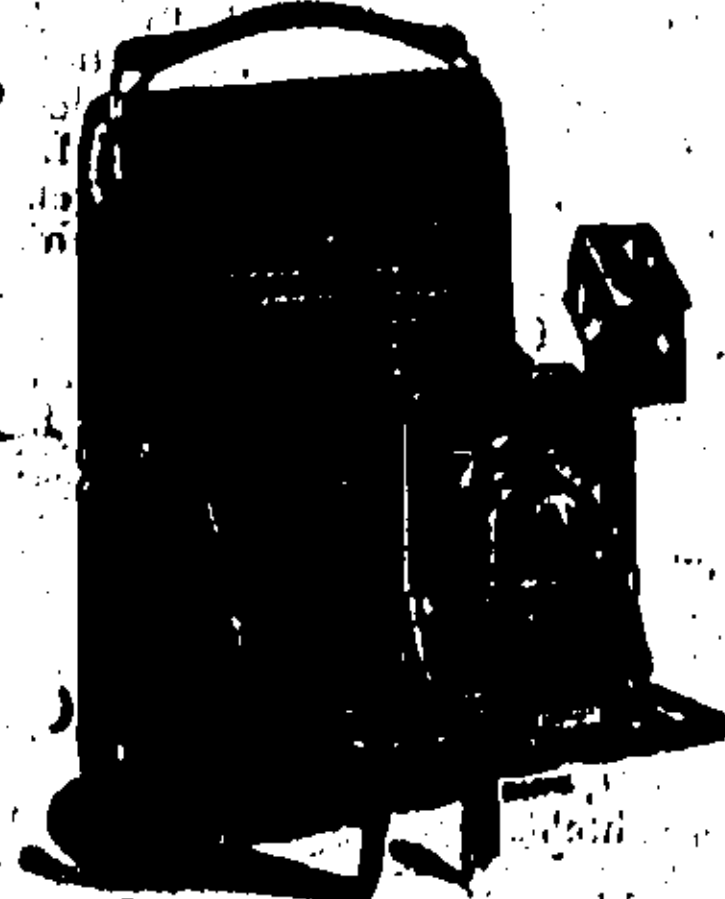
EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
HONGKONG, 26th May, 1907



SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 9.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$10,250,000 \$10,000 \$12,735 \$150,000	\$1,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$810 sellers Lodden 295 to
National Bank of China, Limited	69,925	£7	£6	\$10,000	\$74,099	\$2 (London 3/6) for 1905	...	\$47 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$100,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	11,000	£15	£5	{ £110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$331,131 \$153,844 \$160,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$329,488 \$2,616 \$1,220,928	\$2,792,271	Interim div. of 150 for 1905	4 1/2 %	\$770 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	9 %	\$165 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$95 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000	\$422,618	\$25 for 1904	7 1/2 %	\$335 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000	\$6,563	\$1 1/2 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$50,000 \$250,000 \$144,386 \$120,000 \$280,958 £3,999	\$5,464	\$2 1/2 for year ended 30.6.1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$1,000,000 \$144,386 \$120,000 \$280,958 £3,999	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 sales
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$1,000,000	£2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$78
Shanghai Tug and Lighter Company, Limited	700,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 a/c 1906	9 %	Tls. 5 1/2 sales
Do. (Preference)	100,000	£1	£1	\$1,000,000	£107,815	1/- (Coupon No. 6) for 1905	4 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	100,000	\$10	\$10	\$100,000	\$218	{ \$1.50 for year ending 30.4.1906 \$0.75	4 1/2 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	...	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 48,000	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$850,000 \$86,129	£40,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,588	\$1 for 1897	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 85 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £110,000 £26,011	£12,546	{ Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 10 buyers
Central Consolidated Mining Company, Limited	100,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	7 %	G \$14
North Australian Gold Mining Company, Limited	10,000	£1	£1	{ £10,000 £4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	...	18 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	4 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$65,160 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	188 1/2 buyers
Pen, Hong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$40,500	\$392,087	\$5 for first half-year ending 30.6.06	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$65,000	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 108 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 48,710 Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 237 1/2 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$30,000	\$8,418	\$2 1/2 for year ending 30.6.15	10 1/2 %	\$28 sales
Central Stores, Limited	6,000	\$15	\$15	none	5,479	{ \$2.40 on \$12 for 1905 7 % on \$7 for 1905	13 1/2 %	\$16
Do. (new issue)	123	\$15	\$15	none	5,479	None	...	\$300 buyers
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$64,075 \$10,075	110,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$20,000	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 1,207,83	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 15 1/2 buyers
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,690	Final of \$6 making \$10	12 1/2 %	Tls. 180 buyers
Pumphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$208,386 \$5,070	\$5,070	80 cents for 1905	7 %	\$11 1/2
Kowloon Land and Building Company, Limited	8,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$39
Shanghai Land Investment Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 86,491 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	{ Tls. 177 sellers Tls. 56 buyers
Do. (new issue)	10,000	Tls. 50	Tls. 50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50
West Point Building Company, Limited	12,500	\$50	\$50	none	...	...	...	...
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31. 12. 1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$23,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.6.06 (8 %)	9 1/2 %	Tls. 64
Lau-ku-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 %	Tls. 89 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,416	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 355 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	6 1/2 %	\$105 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	\$286	1/3 per share for 1905	8 1/2 %	\$27 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	50,000	\$1,097	\$5 for 1905	9 1/2 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	10 1/2 %	Tls. 60 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	6 1/2 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,210	60 cents for year ended 28.2.06	8 1/2 %	\$20 1/2
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$10,000	\$1,581	80 cents for 1905	7 %	\$17 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$10,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$17 1/2
Green Island Cement Company, Limited	200,000	\$10	\$10	\$100,000	\$2,291	Int. div. of 75 cents for 1 year ended 30.6.06	10 1/2 %	\$10 1/2
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2 %	\$24 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{ \$1.00 for 10 months ending 28.2.06 65 cents	8 %	\$15 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$3 for 10 months ending 18.10.05	10 1/2 %	\$21 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,770	Int. div. of \$4 for 1 year ended 30.6.06	8 1/2 %	\$22 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$10,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$22 1/2
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$38	Final of 50 cents making \$1 for the year	13 1/2 %	\$7 1/2
Maatschappij tot Milieu-Beheer en Landbouw-planten te Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603	Tls. 27,603	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06	9 1/2 %	Tls. 337 1/2 sales
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None	...	\$5 buyers
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 110 buyers
Do. (new)	8,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	1906	6 1/2 %	Tls. 106 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 Tls. 24,820 Tls. 25,250	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 73 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 50 1/2
Shanghai Waterworks Company, Limited	8,175	\$20	\$20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1 year 1906	...	Tls. 550 sellers
South China Morning Post, Limited	7,200	\$25	\$25	none	Dr. \$4,934	Interim div. of 5/- for 1 year 1906	...	Tls. 290 sellers
Team Laundry Company, Limited	6,000	\$5	\$5	none	\$1,134	None	...	\$22 sales
Tientsin Waterworks Company, Limited	20,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 1,012	50 cents for year ended 31.5.15	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$10,000	\$752	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
Do. (Founders')	100	\$10	\$10	\$10,000	\$752	{ 70 cents for year ended 1.1.1906 \$0.90	8 1/2 %	\$9
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000	\$7,734	Final of 50 cents making \$1 for 1905	8 %	\$12 1/2
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	{ Final of 3 cts. making 8 cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE :-								
Langkats (4th interim)						Tls. 7 1/2		December 15th
A. S. Watson & Co. (interim)						40 cts.		28th